



Government of the District of Columbia Advisory Neighborhood Commission 4B

RESOLUTION #4B-19-0504

Supporting Implementation of Bus Only Lanes along Georgia Avenue Northwest

Adopted May 20, 2019

Advisory Neighborhood Commission 4B takes note of the following:

- That the Georgia Avenue bus lines, including the 70 and 79 buses, are vital transportation links for our communities, providing access to job centers as well as mobility within our neighborhoods.
- Approximately 20,000 riders use the Georgia Avenue bus lines every weekday and the 79 bus is the single most popular express bus service in the region.¹
- The 70 and 79 buses are among the top ten routes in the city for peak hour commuting, providing critical links to the downtown job centers in the District.
- The 70 bus is the most heavily used bus in the city in both early morning and late night hours, suggesting that it's a critical link for the District's workforce, especially in the service sector.
- While some efforts have been made to improve service on these important transit links, buses are still too frequently delayed by traffic.
- Frequent high-quality bus service is linked to increased ridership² and better access to job opportunities in communities.
- Two-thirds of District residents support dedicating road lanes for buses.³

¹ WMATA ridership data

² "Bus Rapid Transit Ridership Analysis," Peak, Henke and Wnuk, *Federal Transit Administration FTA-CA-26-7068-2004.1*, June, 2005

³ "Poll: Washington-area residents widely oppose paying a toll to drive into downtown D.C.," Luz Lazo and Emily Guskin, *The Washington Post*, May 17, 2019

- Dedicated high-quality bus lanes can contribute to safer road environments for all users and are linked with significant decreases in both fatalities and injuries for road users.⁴

RESOLVED:

- That Advisory Neighborhood Commission 4B urges the Council of the District of Columbia and the District Department of Transportation to act expeditiously to build high-quality bus service along Georgia Avenue Northwest.
- This high-quality bus service shall include high frequency all day service (at least 6 minute headways from 6am to 11pm), center-running, physically separated bus only lanes, signal prioritization, high quality stops with level boarding for strollers and persons with disabilities, optimal station spacing (0.2 - 0.5 miles between stations), and off-board fare payment mechanisms.

FURTHER RESOLVED:

That the Commission designates Commissioner Evan Yeats, ANC 4B01, to represent the Commission in all matters relating to this resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioner cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this resolution.

FURTHER RESOLVED:

Consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

⁴ “Understanding Road Safety Impact of High-Performance Bus Rapid Transit and Busway Design Features,” Duduta, Adriaola, Hidalgo, Lindau and Jaffe; *Transportation Research Record*, 2012

ADOPTED by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of seven of nine members was present) on May 20, 2019, by a vote of four yes, three no, no abstentions.